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AN INVESTIGATION OF THE  
PERFORMANCE OF AN INDUCTION  
TYPE MOTOR WITH METAL  
INCLOSED STATOR

BY  
L. H. RATHBUN, JR.

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R243

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AN INVESTIGATION OF THE PERFORMANCE  
OF AN INDUCTION TYPE MOTOR WITH  
METAL INCLOSED STATOR

-

L. H. Rathbun, Jr.



Thesis  
R243

AN INVESTIGATION OF THE PERFORMANCE  
OF AN INDUCTION TYPE MOTOR WITH  
METAL INCLOSED STATOR

by

Leon Herbert Rathbun, Jr.  
Lieutenant Commander, United States Navy

Submitted in partial fulfillment  
of the requirements  
for the degree of  
MASTER OF SCIENCE  
in  
Electrical Engineering

United States Naval Postgraduate School  
Annapolis, Maryland  
1951



This work is accepted as fulfilling  
the thesis requirements for the degree of

MASTER OF SCIENCE  
in  
Electrical Engineering

from the  
United States Naval Postgraduate School.



## PREFACE

This thesis subject was suggested by Dr. J. B. Friauf of the Navy Department, Bureau of Ships. It was desired to determine the practicability of a motor designed with a sealed stator and an open free flooding rotor for use under water; and also to develop the theory of this "canned stator" motor.

An ordinary wound rotor induction motor was used with the rotor shorted to obtain the characteristics of a squirrel cage motor. It was originally thought that the rotor would have to be turned down in order to permit insertion of the metal cylinder into the air gap. However, air gap clearances were sufficient to permit insertion of the cylinder without modifying the motor.

It is wished to acknowledge the assistance given by Dr. Friauf of the Bureau of Ships and by Professor C. V. O. Terwilliger of the Postgraduate School in conducting this investigation.

This work was performed between August 1950 and May 1951 at the U.S. Naval Postgraduate School, Annapolis, Maryland.



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# TABLE OF SYMBOLS

$\beta_m$	maximum value of field flux
$b_e$	primary exciting susceptance
$C$	circumferential length of metal cylinder
$E_s$	voltage generated in axial strip of cylinder
$E_2$	secondary voltage to neutral at standstill
$g_e$	primary exciting conductance per phase, representing core loss and friction and windage current
$I_1$	primary current per terminal
$I_e$	primary exciting current per terminal
$I_i$	power loss component of exciting current
$I_{2s}$	secondary current per phase at slip $s$
$I_m$	magnetizing current per phase
$l$	axial length of metal cylinder
$N_s$	number of axial strips in cylinder
$P_s$	power loss per strip
$P_c$	power loss in cylinder
$R_o$	total equivalent resistance
$R_1$	primary resistance
$R_2$	secondary equivalent resistance
$R$	equivalent load resistance
$s$	slip in per unit values
$t$	thickness of cylinder
$v$	peripheral velocity of stator field
$V$	impressed voltage
$X_o$	total equivalent leakage reactance



$\chi$	primary leakage reactance per phase
$\chi_1$	secondary leakage reactance per phase at standstill
$\chi_{2s}$	secondary leakage reactance per phase at slip $s$
$\chi_0$	total equivalent leakage reactance
$Z_0$	total equivalent impedance
$\rho$	resistivity of cylinder
$\theta_{2s}$	angle of lag between $V$ and $I_{2s}$



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## CHAPTER I

### OBJECTIVES

The "canned stator" induction motor would consist of a squirrel cage induction motor with the stator completely inclosed by a thin metal sheet, but with the rotor uninclosed. Part of the stator seal would lie in the air gap in the form of a metal cylinder fixed to the stator, and completely shielding the rotor from the stator. The purpose of this arrangement is to make the motor suitable for use under water.

The object of this study is to determine the effect of such a metal cylinder in the air gap on the performance of the machine, and also to compare the effect of varying the type of metal used. The operating characteristics of the motor are considered to be affected only by that portion of the stator seal which lies within the air gap; inasmuch as all but a negligible amount of working flux cutting the rotor passes through the air gap. Consequently, it was unnecessary as well as impracticable to completely enclose the stator in order to accomplish the investigation. Instead, a thin metal cylinder was placed in the air gap and firmly fixed against the stator. A slight overhang of approximately three fourths of an inch was allowed at each end of the cylinder. Experimental data was obtained from this arrangement.

The ultimate design of the motor under study would consist of a hermetically sealed stator with suitable water





tight and pressure proof bushings for electrical connections, and an unenclosed, free flooding rotor connected to the load. Such a motor would be used to drive certain machinery aboard ship of a vital nature, and in such location that it might be flooded in the event of collision or battle damage. As a submersible motor its advantages are: (a) no difficulty exists in providing adequate water tight seals around a rotating shaft, since only the stationary part of the motor is enclosed; (b) cooling problems would be less in non-submerged operation compared to a fully enclosed submersible motor. On the other hand, disadvantages of the enclosed stator motor would include (a) increased cost and difficulty of manufacture; (b) additional windage losses when the motor is operating submerged.



## CHAPTER II

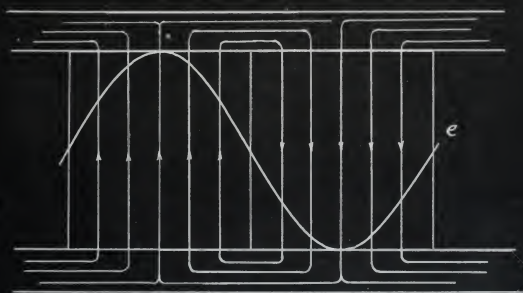
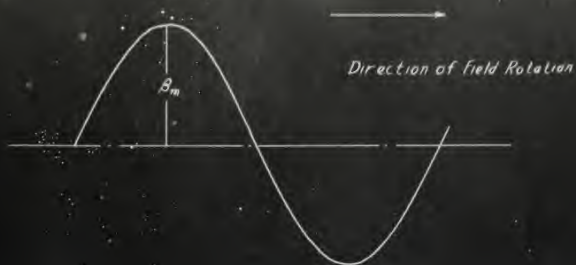
### LOSSES IN THE METAL CYLINDER

The effect of the metal cylinder in the air gap is to cause losses in addition to the normal losses of the unmodified induction motor. Practically all of the stator field flux crossing the air gap and cutting the rotor conductors will also cut the cylinder; especially since the cylinder extends beyond the ends of the rotor. As the stator field flux revolves at synchronous speed it will induce voltages in the cylinder which in turn will cause eddy currents to flow.

To determine the approximate distribution of these eddy currents, the cylinder may be thought of as a blocked squirrel cage rotor. The rotor bars consist of a large number of small axial strips an infinitesimal distance apart, shorted by end rings. The overhanging ends of the cylinder are considered the end rings. The space distribution of the stator flux is generally sinusoidal. The instantaneous voltages introduced in the axial strips are directly proportional to the flux density at the respective strip at any one instant. Since the flux is sinusoidal in distribution, the space envelope of the instantaneous voltages is also a sine wave. These voltages and flux waves are shown in Figure 1.

These eddy currents existing in the metal cylinder constitute additional losses in the induction motor over and above the losses existing in an ordinary machine. The





*Field Flux and Voltages Induced in Cylinder*

*FIGURE 1*



losses in the latter are friction and windage, primary and secondary core loss, primary and secondary copper loss, and stray load loss. Since the cylinder is essentially a fixed part of the stator, subject to the same frequency as the stator, the cylinder losses are of the same nature as that component of primary core loss caused by eddy currents alone. There are no hysteresis losses in the cylinder since the metals used were non-magnetic, or nearly so.

In analyzing the losses due to these voltages and the eddy currents resulting, assume a sinusoidal space distribution of flux moving at synchronous speed around the stator. The voltage induced in any one bar, or axial strip, is:

$$E_s = \beta l v \cdot 10^{-8} \quad (1)$$

where  $\beta = \frac{2}{\pi} B_m$

$l$  the active length of the strip

$v$  the peripheral speed of the stator field

The current in the strip causing power loss is  $E_s / r_s$ , and the power loss due to these eddy currents is  $E_s^2 / r_s$  where  $r_s$  is the resistance of the individual strip. To find the power loss in terms of cylinder constants:

$N_s$  the number of strips in the cylinder (arbitrary)

$C$  the circumferential length of the cylinder

$t$  the thickness of the cylinder

$\rho$  the resistivity of the cylinder metal





Then

$$r_s = \rho \frac{l}{A} = \rho \frac{l}{tC/N_s} \quad (2)$$

The power loss per strip,  $P_s$  is

$$P_s = \frac{E_s^2}{r_s} = \frac{E_s^2 C t}{\rho l N_s} \quad (3)$$

The total power loss for the cylinder,  $P_c$  is

$$P_c = N_s P_s = \frac{E_s^2 C t}{\rho l} \quad (4)$$

Substituting from (1)

$$P_c = \frac{(B l v \cdot 10^{-8})^2 C t}{\rho l} = \frac{K B^2 v^2 t}{\rho} \quad (5)$$

From this it appears that insofar as the cylinder is concerned, the additional losses will vary inversely as the resistivity of the cylinder and directly as the thickness. Actually, the approximations involved in attempting to analyze the losses render Equation (5) of qualitative value mainly. No design data was available for the motor to determine the field flux quantitatively. Also the distribution of eddy currents is not predictable, since the axial strips are not separated, and the eddy currents undoubtedly circulate more at random in the motor than indicated by Figure 1. A comparison of actual measured cylinder losses for different types of metal is made later.



## CHAPTER III

### EXPERIMENTAL PROCEDURE AND RESULTS

#### 1. Description of Test Arrangement

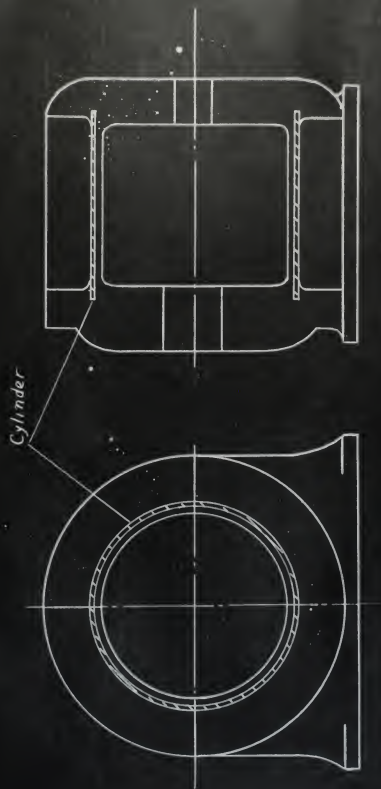
As previously noted, the investigation was concerned only with the effect of the metal cylinder in the air gap on the performance of the motor. The motor used was a 5 kva, 220 volt, three phase wound rotor induction motor. Since only a squirrel cage motor could be used in actual operation, the rotor was shorted in all the tests in order to obtain squirrel cage characteristics. Running light tests and blocked rotor tests were run for each of four conditions as follows:

- a. Motor unmodified
- b. Non-magnetic steel cylinder inserted in the air gap
- c. Brass cylinder inserted in the air gap
- d. Copper cylinder inserted in the air gap

The bearings were adjusted to give a uniform air gap dimension of .0225 inches. In order to insert each cylinder, the rotor was removed. The cylinder was then fitted firmly into position around the inside of the stator, and the motor reassembled. The metallic cylinders had thicknesses as follows:

Steel	.0095 inches
Brass	.010 inches
Copper	.011 inches





*Sketch of Cylinder Arrangement in Motor*

*FIGURE 2.*



The metal cylinder took up almost one half of the available air gap, and careful reassembly of the motor was necessary in order to prevent any rubbing. This was accomplished satisfactorily. Figure 2 shows a sketch of the modified motor with the cylinder in place.

## 2. The Equivalent Circuit

It was decided to use the equivalent circuit and the circle diagram as the basis for comparison of the unmodified motor and the motor with various types of cylinders in the air gap. The  $i^2r$  losses existing in the metal cylinder are of the same nature as eddy current losses in the stator, and they are treated as additional core losses in the determination of the parameters of the equivalent circuit, and in obtaining the circle diagram.

The equivalent circuit for the induction motor is shown in Figure 3 (a) for the rotor at standstill. The motor is then a transformer with the secondary shorted, and  $f_1$  is equal to  $f_2$ . When the secondary rotates, the secondary frequency changes to  $s f_2$ , and the voltage generated per turn is no longer the same for the two coils. Figure 3 (b) shows this condition. To further simplify the circuit:

$$\chi_{2s} = s \chi_2 \quad (1)$$

$$\dot{E}_{2s} = s \dot{E}_2 = \dot{I}_{2s} (R_2 + j s \chi_2) \quad (2)$$





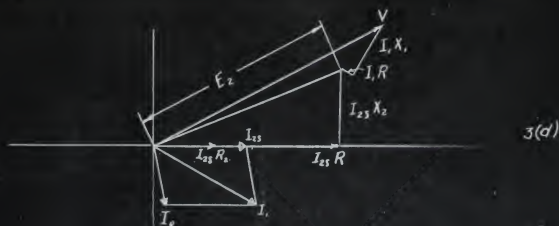
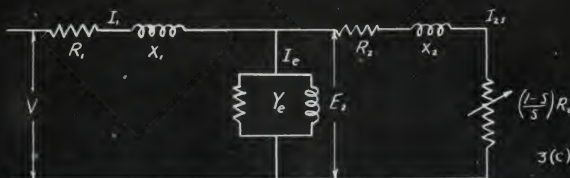
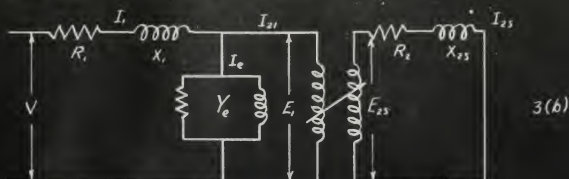
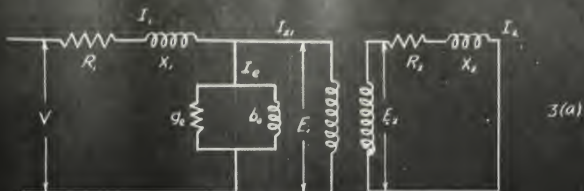


FIGURE 3 - Equivalent Circuits and Vector Diagram



Therefore

$$\dot{I}_{2s} = \frac{s \dot{E}_2}{R_2 + j s X_2} \quad (3)$$

Dividing numerator and denominator by  $s$  we get

$$\dot{I}_{2s} = \frac{\dot{E}_2}{R_2/s + j X_2} \quad (4)$$

Since

$$\frac{R_2}{s} = R_2 + \frac{(1-s)}{s} R_2 \quad (5)$$

The expression  $\frac{(1-s)}{s} R_2$  now represents the electrical equivalent of the load. Furthermore, if the values in the secondary are converted to equivalent primary values in accordance with the turns ratio, the equivalent circuit diagram becomes that of Figure 3 (c). The vector diagram is shown in Figure 3 (d).

If the circuit parameters are known, all equations expressing the currents and voltages in terms of these parameters and the impressed voltage may be derived from Figure 3 (c).

### 3. Tests on the Unmodified Motor.

To determine the motor constants and the circle diagram, standard running light tests and blocked rotor tests were made. Stator and rotor resistances were measured by a Kelvin bridge, and the stator - rotor turns ratio also measured.



We will discuss the results obtained for the unmodified motor first, and then compare with the motor performance with metal cylinders installed. In the running light test readings were taken of impressed voltage, primary current, primary power input, and speed. These data are shown in Appendix 2. No readings were used for more than 8 per cent slip. The data was plotted as shown in Figure 4. By extrapolating the power curve to the point of zero voltage, where flux density and hence core loss are zero, we can determine the friction and windage loss. This loss is shown by the horizontal straight line, and is nearly constant, since the speed was nearly constant. The  $I_1^2 R$  loss is also plotted as shown, and the net loss after subtracting these two losses is the primary core loss. The secondary core loss and copper loss are negligible, since both the slip and the load are quite small. The equivalent circuit diagram for the running light test is shown in Figure 5 (a). An approximation has been made, in that the voltage drop of the exciting current through the primary impedance is neglected, i.e. the exciting path has been moved to the impressed voltage side of the primary impedance. The error is relatively small, and is acceptable for the purpose of simplifying calculations. The vector diagram for this circuit is shown in Figure 5 (b). If the sum of the friction and windage losses and the secondary core losses are assumed approximately constant over the operating range of the motor, then the component of secondary current corresponding to these losses may also be transferred to the exciting path. Figure



*RUNNING LIGHT TEST  
FOR  
UNMODIFIED MOTOR*

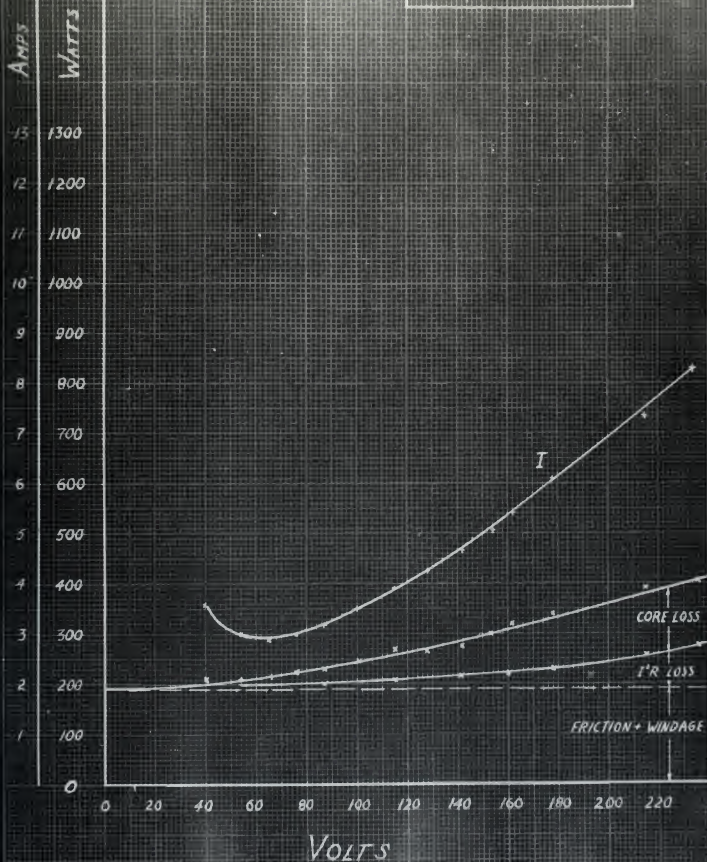
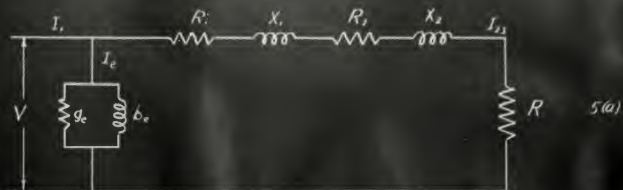


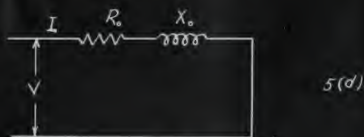
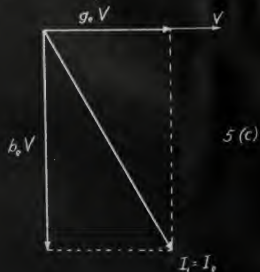
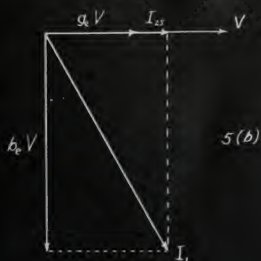
FIGURE 4.







*Equivalent Circuit - Running Light Test*



*Equivalent Circuit - Blocked Rotor Test*

*FIGURE 5.*



5 (b) is then reduced to Figure 5 (c).

The following results may then be obtained on a per phase basis:

$$I_e = I, \quad (6)$$

$$I_L = \frac{P}{V\sqrt{3}} \quad (7)$$

$$I_m = \sqrt{I_e^2 - I_L^2} \quad (8)$$

$$g_e = \frac{I_L \sqrt{3}}{V} \quad (9)$$

$$b_e = \frac{I_m \sqrt{3}}{V} \quad (10)$$

Numerical values for the above for each test condition of the motor are tabulated in Appendix 5 for comparison.

The blocked rotor test is usually made at reduced voltage  $V_b$  ; therefore, the blocked rotor current  $I_b$  is relatively small, and the saturation of the iron in the paths of the leakage flux is not noticeable. If the locked current is then determined for rated voltage,  $V$ , by multiplying  $I_b$  by the ratio  $V/V_b$  the value resulting is smaller than the actual blocked rotor current at full voltage. Due to saturation of the leakage paths at high currents, the locked current is appreciably higher than it would be without saturation; i.e., the equivalent



leakage reactance is not constant, but decreases as saturation becomes appreciable.

The influence of saturation in the leakage paths occurs only at high current and high slip. Since there is no saturation at normal currents, we use the non-saturated leakage reactance to determine the performance of the motor at small slip. If this limitation is kept in mind, the equivalent circuit and circle diagram provide an adequate basis of comparison between the unmodified motor and the "canned stator" motor over the normal operating range of the motor. This is confined to about the first third of the circle nearest the running light point.

The results of the blocked rotor test are shown in Figure 6. The voltage drop is due almost entirely to the short circuit currents flowing through their respective impedances. The core loss is very small because of the greatly reduced flux, and can be neglected. The equivalent circuit is shown in Figure 5 (d); and the power readings are attributed entirely to the  $I^2R$  losses in the primary and secondary.

The following results are then obtained on a per phase basis:

$$Z_o = \frac{V_o}{I_o \sqrt{3}} \quad (11)$$

$$R_o = \frac{P_o}{3 I_o^2} \quad (12)$$



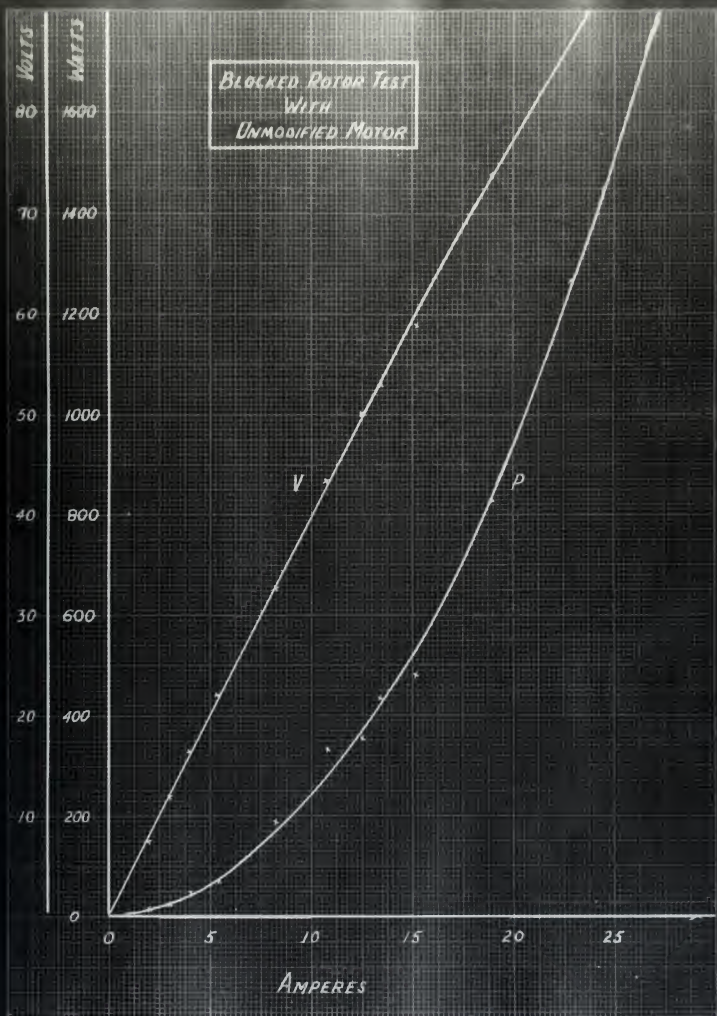


FIGURE 6





(11)

(12)

The measured values of the primary resistance  $R_1$  and the secondary resistance  $R_2$  corrected for temperature added together should be equal to  $R_o$ .  $R_2$  must be converted to the equivalent primary resistance, of course.

$$X_o = \sqrt{Z_o^2 - R_o^2} \quad (13)$$

It is assumed that

$$X_1 = X_2 = X_o/2$$

Numerical values for the above are also tabulated in Appendix 5.

The approximate circle diagram is developed as follows. The equivalent circuit is shown in Figure 5 (a). The equivalent load resistance  $R = \frac{(1-S)}{S} R_2$

$$\text{Then} \quad I_{2S} = \frac{V}{\sqrt{(R_1 + R_2 + R)^2 + (X_1 + X_2)^2}} \quad (14)$$

$I_{2S}$  lags  $V$  by an angle  $\theta_{2S}$  such that

$$\sin \theta_{2S} = \frac{X_1 + X_2}{\sqrt{(R_1 + R_2 + R)^2 + (X_1 + X_2)^2}} \quad (15)$$

Therefore

$$I_{2S} = \frac{V \sin \theta_{2S}}{X_1 + X_2} \quad (16)$$

(18)



CIRCLE DIAGRAM FOR  
UNMODIFIED MOTOR  
SCALE: 1 INCH = 10 AMPS

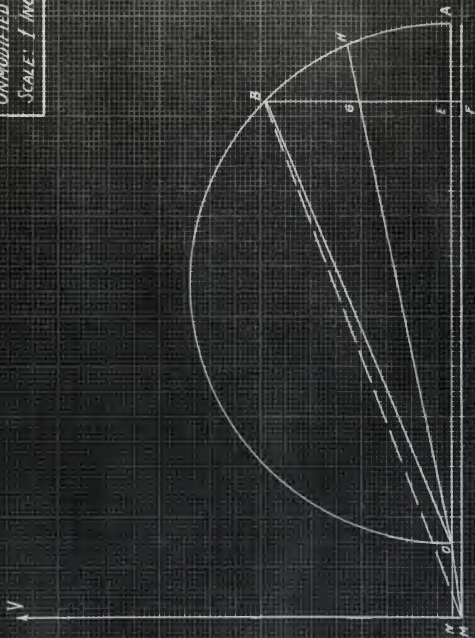


FIGURE 7



This is the polar equation of a circle, assuming  $\chi$ , and  $\chi_1$  to be constant. Also, the primary current is

$$\dot{I}_1 = \dot{I}_{2s} + \dot{I}_e \quad (17)$$

where  $I_e$  is the no load current.

The combined circle diagram for the unmodified motor is shown in Figure 7. It is constructed for the data obtained in the no load and blocked rotor tests. Computations and results are shown in Appendix 6.

#### 4. Tests on the Motor with Steel Cylinder in Air Gap

The motor with the non-magnetic steel cylinder installed was given the same tests as described in Section 3. The no load tests show appreciably higher core losses than for the unmodified motor. These results are shown in Figure 8. The unmodified motor had core losses of 125 watts at rated voltage. The core losses with the steel cylinder were 500 watts. The running light current was only slightly higher for the steel cylinder modification. This increase in running light current was due to the increased power loss component, and the magnetizing current remained practically unchanged. The friction and windage losses were also unchanged.

Determination of the equivalent circuit parameters, and the approximate circle diagram proceeded as in Section 3. The computations are shown in Appendix 5. One modification was made, however. In the blocked rotor test the core losses are neglected because the main flux is greatly reduced.



*RUNNING LIGHT TEST  
WITH  
STEEL CYLINDER*

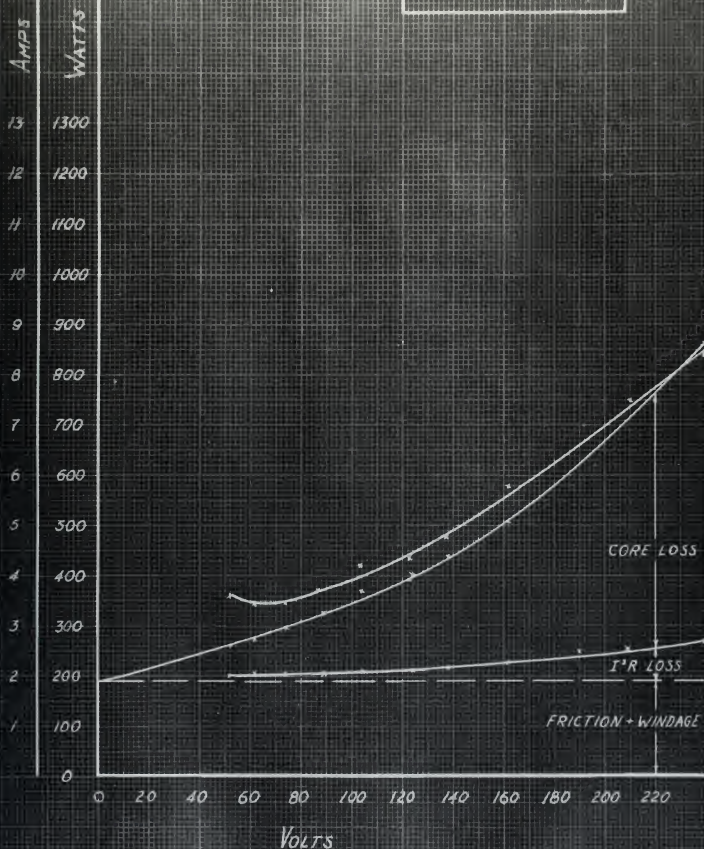


FIGURE 8





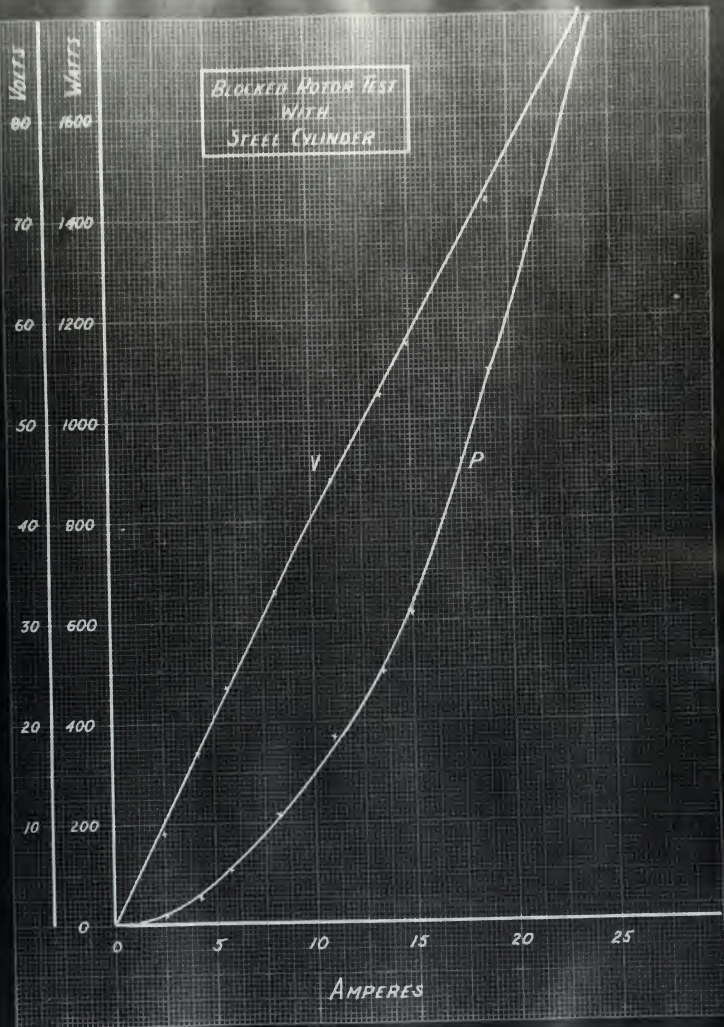


FIGURE 9







However, power readings for this test with the cylinder inserted are higher than for the unmodified motor. This additional loss is due to the cylinder, since  $R_s$  and  $R_r$  are unchanged. This additional loss is plotted in Figure 13. The correct value for the test voltage is obtained from Figure 13, and subtracted from the blocked rotor power reading to yield the actual copper loss. The results of the blocked rotor test are shown in Figure 9, and the circle diagram in Figure 10.

#### 5. Tests on the Motor with Brass Cylinder in Air Gap

With the brass cylinder installed, similar tests were run as described previously. The core losses increased sharply over those of the steel cylinder. They amounted to 1170 watts at rated voltage. This is shown in Figure 11. A comparison of the core losses versus impressed voltage for the three conditions of the motor is shown in Figure 12. The losses increase with the conductivity of the cylinder as expected, but are not directly proportional. The measured resistivity of the steel was 465 ohms/ circular mil foot, compared to 44.05 ohms/circular mil foot for the brass. Although the conductance of the brass is more than ten times that of the steel, the losses are only a little more than double.

The no load current also increased very sharply. It measured 13 amperes, equivalent to the rated load current of the unmodified machine. The increase was caused mainly by the increase in  $I_m$  rather than by the additional power





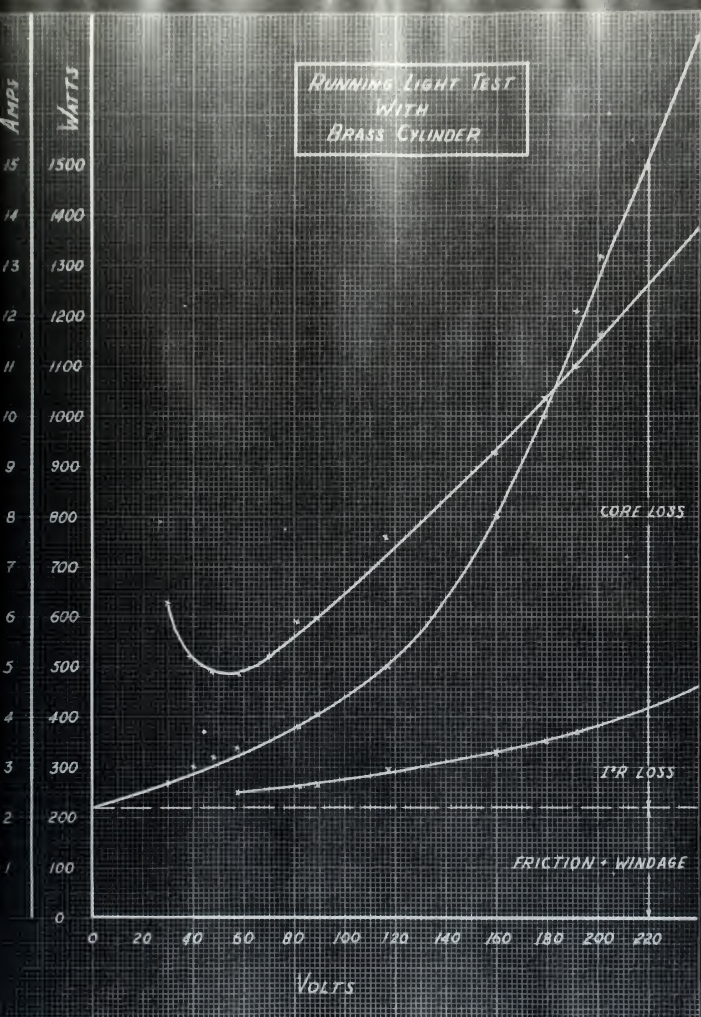


FIGURE II.





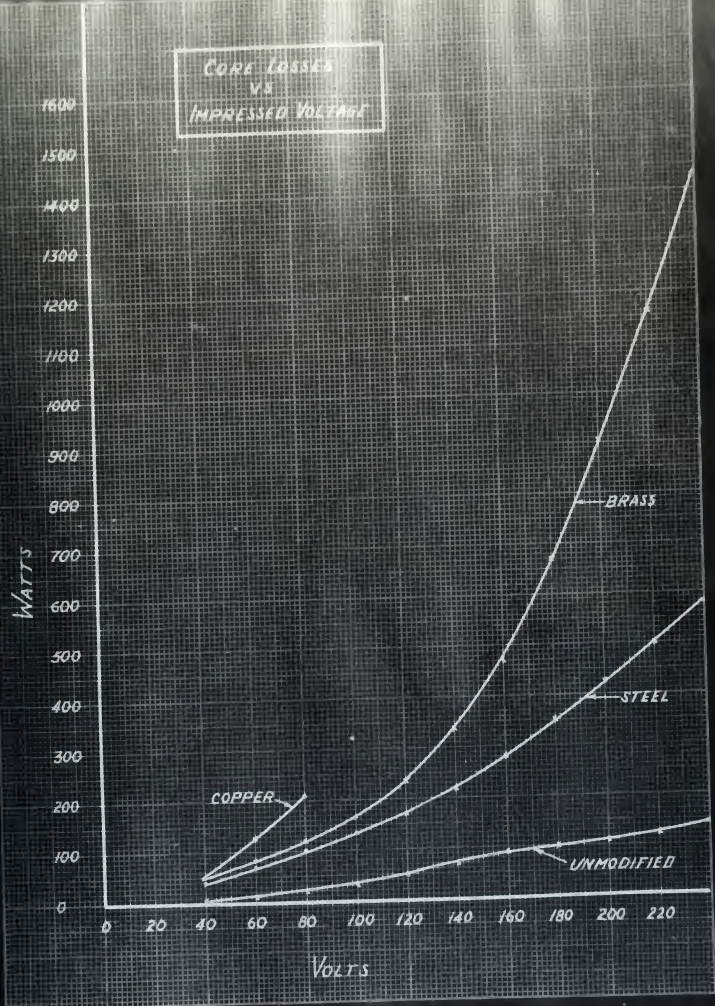


FIGURE 12



component of the no load current. For the unmodified motor, and the motor with the steel cylinder,  $I_m$  was 7.54 amperes. With the brass can installed,  $I_m$  increased to 12.3 amperes. Apparently, with the introduction of low resistance material in the can, the eddy currents are no longer quite analogous to core losses. Instead, the can acts like a permanently installed blocked rotor. This effect acts to decrease the main flux, and requires a great deal more exciting current. It would also account for the fact that additional eddy current losses in the can are lower than expected; for although resistivity has decreased,  $\rho$ , the flux density has also decreased.

The standard circle diagram analysis may not be of much value for the motor with a low resistance cylinder. However, computations were made on the basis of test results, and are shown in Appendix 5. The blocked rotor test results are shown in Figure 13 and the circle diagram in Figure 14. The analysis of this type motor is not essential to the purpose of the investigation, because the motor has extremely high additional losses, and draws almost full rated current at no load. For these reasons it is unsuitable for the use desired.

#### 6. Tests on the Motor with Copper Cylinder in Air Gap

The final tests were made with a copper cylinder installed in the air gap. The measured resistivity of the copper was 11.15 ohms/circular mil foot. We would expect that motor operation in this case would result in prohibitive losses, and a large no load current. When 212



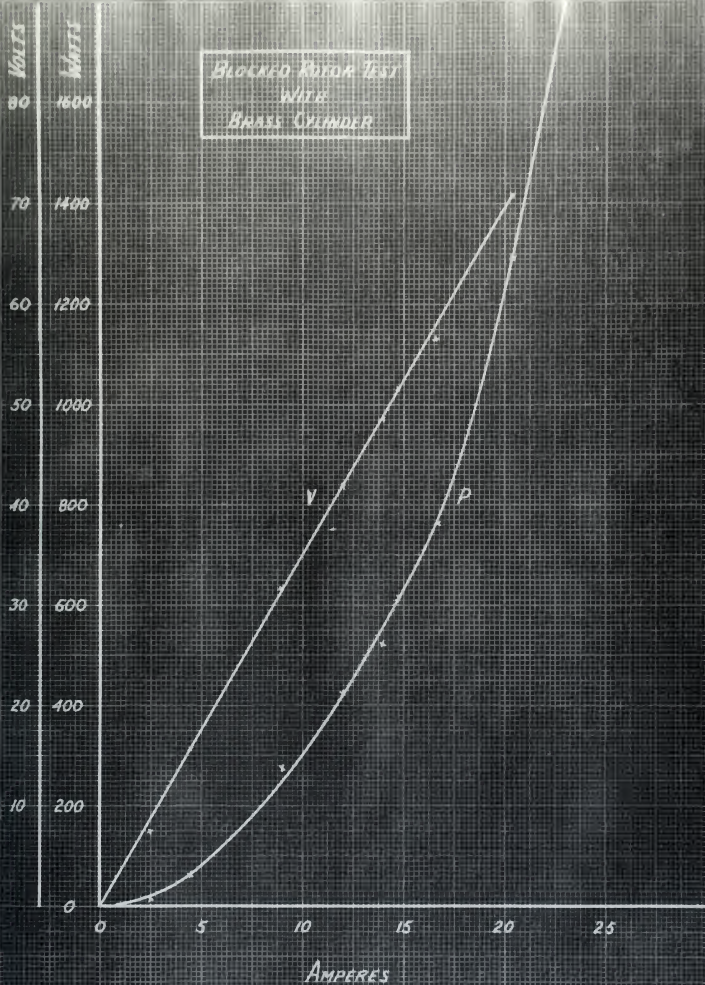


FIGURE 13.





FIGURE 14.





volts were impressed on the motor for a no load test, the current read approximately 50 amperes, or 300 per cent over normal load current. No current and power data were taken under these conditions, particularly since the motor windings began to smoke almost immediately. It was also impossible to make a satisfactory test at lower voltages, because the motor refused to turn at more than 140 rpm, even with 200 per cent full load current in the primary.

Consequently, no analysis has been attempted for this motor. From a practical standpoint, the motor with copper cylinder installed is virtually useless, as it draws prohibitive current, with large losses, and hence has extremely low efficiency.



## CHAPTER IV

### CONCLUSIONS

From the circle diagrams, Figures 1, 10, and 14, comparative curves for efficiency, power factor, speed, and primary current versus torque were plotted. These curves are shown in Figures 15 and 16. The curves were not extended to the point of starting torque for reasons previously discussed. These curves indicate that the motor with the steel cylinder has slightly inferior performance to the unmodified motor, and the performance with the brass cylinder installed is inferior to both. The characteristics of the enclosed stator motor can be made to approach those of the unmodified motor by increasing the resistance of the cylinder by:

1. Decreasing the thickness of the cylinder
2. Increasing the resistivity of the cylinder

The first method has limited application. The cylinders used were almost a minimum in thickness for adequate strength and suitability for ordinary manufacturing processes. The second method offers more possibilities. A metal with a higher resistivity than the steel used will give better results. A non metallic material, such as a plastic would probably give optimum performance, but its use would have to be weighed against other disadvantages such as less strength or fabrication difficulties.

It must be remembered that the machine used for study was never intended for use as an enclosed stator motor, and



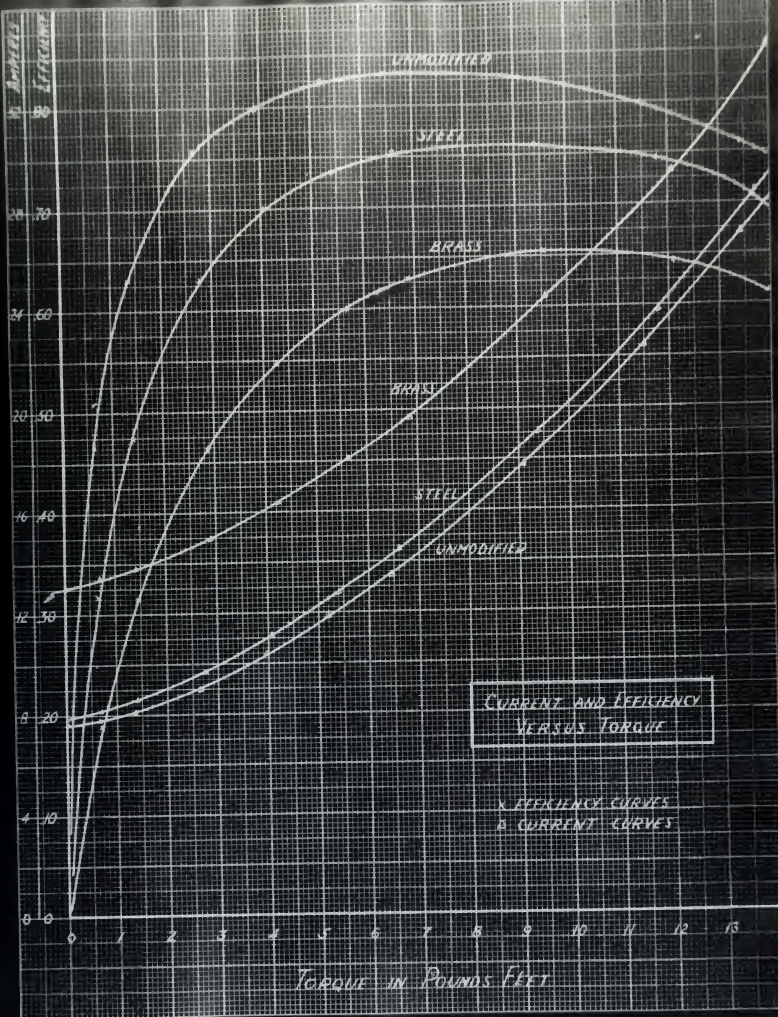


FIGURE 15





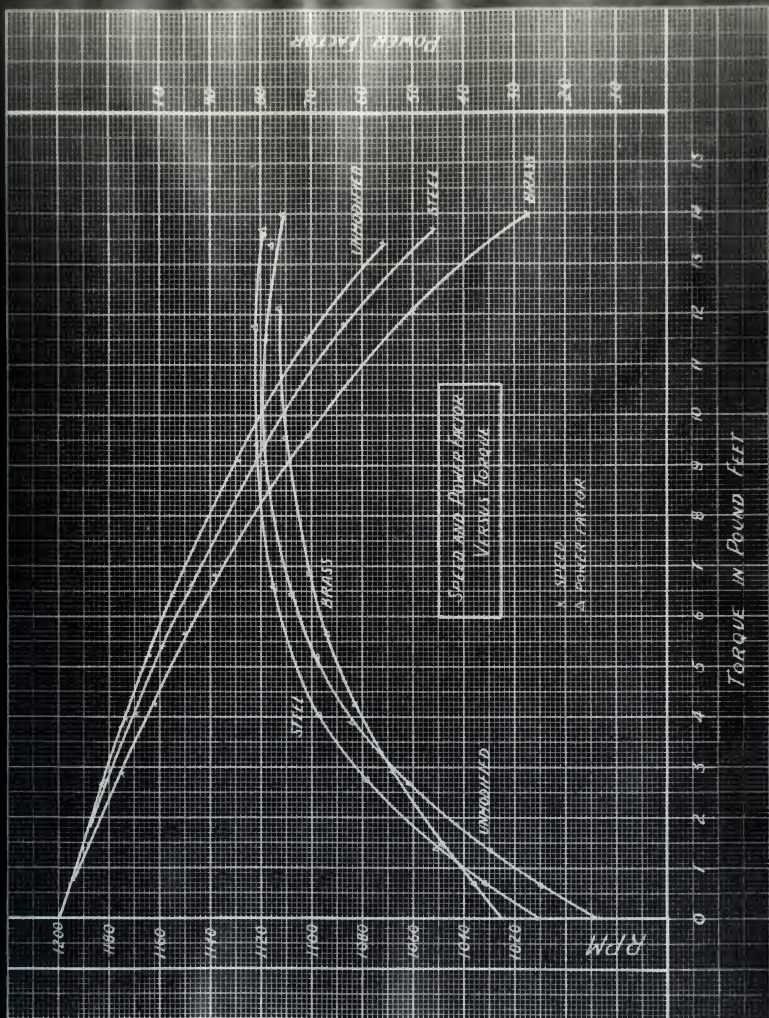


FIGURE 16.





consequently its performance is certainly not the maximum that could be expected from a motor specifically designed for this purpose. The author believes that the results show that a sealed stator motor is practicable and could be made to approach the performance of an ordinary type motor.



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## APPENDIX I

### Name Plate Data:

5 KVA

220/110 volts

26/13 amperes

.9 p.f.

3 phase

60 cycle

1200 rpm

4.7 amps

Serial No. 4864607



Volts				Amps				Watts				I.P.	S.P.	P.F.	V.A.	Total	VA	P.F.	Backed Panel
1	2	3	Av	1	2	3	Av	1	2	3	Total								
268	264	262	264.7	10.5	10.1	8.6	9.73	1520	976	544	4290	119	1196	127	4290	544	4290	119	Remove Unit
251	248	249	249.3	9.1	9.0	8.75	8.95	1320	880	440	3860	101	1196	114	3860	440	3860	101	"Unmodified"
237	234	237	236	8.3	8.4	8.2	8.3	1148	740	408	3390	86.7	1196	121	3390	408	3390	86.7	
215	216	213	214.7	8.0	6.3	7.7	7.33	1152	760	392	2730	67.7	1196	143	2730	392	2730	67.7	
181	180	174	178.3	7.9	6.9	3.5	6.1	664	320	344	1884	46.8	1196	182	1884	320	1884	46.8	
166.5	158	160	161.5	6.4	5.8	4.1	5.43	588	268	320	1520	37.2	1196	210	1520	268	1520	37.2	
144	140	142	142	4.85	5.0	4.15	4.67	428	152	276	1150	22.4	1196	191	1150	276	1150	22.4	
128.5	126.5	127.5	127.5	4.5	4.7	3.5	4.23	384	120	264	932	22.6	1196	283	932	264	932	22.6	
114	116	114.5	114.8	4.0	3.5	4.2	3.9	380	110	270	775	19.2	1196	348	775	270	775	19.2	
101	102	100.5	101.2	3.8	3.1	3.65	3.52	330	85	245	616	15.6	1188	397	616	397	616	15.6	
86.5	87	86.5	86.7	3.45	2.85	3.25	3.18	262	32	230	477	12.7	1188	482	477	482	477	12.7	
76	77	76	76.3	3.3	2.6	3.15	3.0	238	11	227	396	11.3	1180	574	396	574	1180	11.3	
66	66	65	65.7	3.3	2.55	2.85	2.9	210	5	215	330	10.6	1170	653	330	653	1170	10.6	
55	54.5	54	54.5	3.35	2.7	2.9	2.98	180	30	210	281	11.2	1155	748	281	748	1155	11.2	
42	39.5	40	40.5	3.9	3.65	3.25	3.6	162	48	210	253	16.3	1114	830	253	830	1114	16.3	
Volts				Amps				Watts											
1	2	3	Av	1	2	3	Av	1	2	3	Total								
92	92	94	92.7	26	23	24.5	24.5	520	410	520	1450								
74	74	73	73.7	20.6	17.5	19	19.0	330	200	300	830								
58	58	60	58.7	16	14	15.4	15.1	200	110	170	480								
49	51	50.5	50.2	13.7	12.1	12.1	12.6	150	80	120	350								
42.5	45	43	43.5	12.0	10.3	10.5	10.9	128	80	124	332								
38.5	33.5	32	32.7	9.0	7.8	7.7	8.2	73	48	68	189								
214	216	224	218	5.8	5.1	5.2	5.37	30	22	30	82								
16.4	17.4	16.1	16.6	4.55	3.95	4.0	4.17	19	13	18	50								
120	12.1	11.9	12.0	3.3	3.0	2.9	3.07	9.5	8	9.5	27								
80	7.5	7.0	7.5	2.32	2.2	1.9	2.14	4.5	4.5	4.0	13								





WATTS

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### Appendix 3



Volts				Amps				Watts				S.D.	I.P.		
1	2	3	Av	1	2	3	Av	1	2	Total	VA	P.F.			
236	233	231	233.3	13.8	14.0	14.3	14.03	3080	1280	1800	5670	318	248	Running	Light
205	200	200	201.7	13.0	13.0	13.2	13.07	2520	1200	1320	4560	280	215		Wired
202	197	197	198.7	11.6	11.6	11.7	11.63	2190	900	1290	4030	320	170.5	Boat	Cruising
195	189	190	191.3	11.1	10.7	11.2	11.0	2014	800	1214	3680	330	152		
183.5	178.5	180	180.7	10.4	10.2	10.5	10.37	1760	700	1000	3246	309	119.0		
163.5	158.5	160.5	160.8	9.4	9.3	9.4	9.37	1386	580	806	2610	309	110.5		
118	117	118	117.7	7.65	7.65	7.65	7.65	924	484	500	1550	322	1184		
89	89.2	89.5	89.3	5.9	6.1	6.0	6.0	534	130	404	928	436	1178		
84	80	83	82.3	5.8	5.9	6.0	5.9	480	100	380	840	452	1170		
70.5	70.2	70.5	70.4	5.1	5.1	5.25	5.15	338	20	358	628	570	1164		
56.5	56.5	57.0	56.7	4.9	4.9	4.75	4.85	255	95	340	467	729	1158		
44.5	44.5	44.0	44.3	4.9	4.9	4.9	4.9	194	132	326	376	867	1100		
39.2	38.5	40.0	39.2	5.15	5.1	5.2	5.15	195	106	301	350	860	1050		
32.4	33.0	32.3	32.5	6.2	6.3	6.4	6.2	195	85	270	354	760	950		
Volts				Amps				Watts				P.F.		Blocked	Notes
1	2	3	Av	1	2	3	Av	1	2	3	Total	VA			
96	95	94	95	27.5	28.5	27.5	27.8	800	800	864	2464	4570	539		
74	68	70	70.7	20.5	21.3	19.5	20.4	435	446	420	1295	2490	52		
58	56.5	55	56.5	16.9	17.0	16.3	16.73	245	230	280	765	1635	468		
54	51	50	51.7	14.9	14.3	15.0	14.73	190	160	266	616	1320	467		
48	49.5	48.5	48.7	14.4	14.2	13.6	14.07	167	140	216	523	1185	441		
42.5	41.0	42.2	41.9	11.8	12.4	11.8	12.0	154	168	160	422	867	407		
32.4	30.8	31.7	31.63	8.8	9.3	8.7	8.93	90	94	90	274	490	558		
15	15.2	16.7	15.63	4.15	4.58	4.62	4.45	18	21	25	64	1205	542		
7	7	8	7.33	2.0	2.5	2.6	2.37	5	5	7	17	301	565		



# APPENDIX V

## CIRCUIT PARAMETERS, AND CIRCLE DIAGRAM VALUES

	<u>Unmodified</u>	<u>Steel</u>	<u>Brass</u>
$I_b$	13	13	13
$P_o$	415	468-43	485-50
$V_b$	52	50.5	46
$I = \frac{V}{V_b} I_b$	54.9	56.5	62.0
$Z_o = V_b / I_b \sqrt{3}$	2.31	2.25	2.05
$R_o = P_o / 3 I_b^2$	.82	.906	.95
$R_r$ (Corrected)	.398	.422	.43
$R_i$	.422	.484	.52
$X_o = \sqrt{Z_o^2 - R_o^2}$	2.16	2.06	1.82
$X_r = X_i = X_o / 2$	1.08	1.03	.91
$P$ NO LOAD	390	763	1595
$I_o$	7.6	7.8	13
$I_L = P / V \sqrt{3}$	1.02	2.0	4.19
$I_m = \sqrt{I_o^2 - I_L^2}$	7.54	7.54	12.3
$g_o = I_L \sqrt{3} / V$	.00798	.0157	.0328
$b_o = I_m \sqrt{3} / V$	.0594	.0594	.0966
$MO = I_o$	7.6	7.8	13.0
$MN = I_L$	1.02	2.0	4.19
$MB = I$	54.9	56.5	62.0
$BF = \frac{R_o}{Z_o} MB$	19.5	22.8	28.7
$P = (\overline{MB}^2 - \overline{MO}^2) R_r$	1180	1320	1580
$EG = P \sqrt{3} / V$	9.3	10.4	12.4
$MF = \sqrt{\overline{MB}^2 - \overline{BF}^2}$	51.3	51.6	55.0
$NO = \sqrt{\overline{MO}^2 - \overline{MN}^2}$	7.54	7.54	12.3
$OE = MF - NO$	43.76	44.06	42.7



	<u>Unmodified</u>	<u>Steel</u>	<u>Brass</u>
$BE = BF \cdot MN$	18.48	20.8	24.51
$OB = \sqrt{\overline{BE}^2 + \overline{OE}^2}$	47.5	48.8	49.2
$OA = \frac{\overline{OB}^2}{OE}$	52.0	54.0	56.7





## DATA FROM CIRCLE DIAGRAMS

	$\Theta_3$	OD	KD	LD	PD	PK	PL	PC	I <sub>L</sub>	RPM	Eff <sub>h</sub>	P <sub>L</sub>	Torque				
	0	0	0	0	0	0	0	102	76	1200	0	154	0	UNMODIFIED			
	1	0.056	0.0332	0.0657	90.5	90.7	898	1925	78	1196	466	248	67				
	2	0.631	0.135	0.266	181	1797	1783	283	81	1190	63	35	134				
	4	2.31	0.535	106	362	357	3574	464	905	1183	758	572	266				
	6	5.7	12.6	24	5.4	5.278	5.16	6.42	1035	1173	798	62	393				
	8	1.01	2.15	425	722	70	6.795	8.24	119	1164	824	693	5.2				
	10	1.57	3.35	661	8.9	8.56	8.24	9.92	1345	1155	832	738	6.45				
	15	3.47	7.4	1.465	13	12.26	11.53	14.02	17.8	1129	826	788	9.1				
	20	6.08	12.95	256	16.7	15.4	14.14	17.72	22.4	1102	798	79	11.5				
	25	9.25	19.7	3.9	19.9	17.93	16.0	20.92	26.8	1071	756	78	13.4				
	0	0	0	0	0	0	0	20	7.6	1200	0	256	0	WITH 3/8" STEEL COVER			
	1	0.163	0.0382	0.0765	94	9362	9324	294	8.12	1195	317	362	7				
	2	0.655	0.1545	0.309	188	1865	1849	388	8.55	1190	476	454	139				
	4	2.61	0.665	123	375	369	363	5.75	9.7	1181	632	593	275				
	6	5.9	13.9	278	5.6	5.46	5.32	7.6	11.1	1169	70	685	407				
	8	1.045	2.47	493	7.5	7.25	7.0	9.5	12.8	1159	735	742	5.4				
	10	1.63	3.84	77	925	887	848	11.25	14.5	1147	754	776	6.6				
	15	3.6	8.5	1.7	13.5	12.65	11.8	15.5	19.1	1119	761	812	9.4				
	20	6.31	14.9	298	17.35	15.86	14.37	19.35	23.8	1087	744	813	11.8				
	25	9.6	22.6	453	20.6	18.39	16.07	22.6	28.4	1052	711	795	13.7				
	0	0	0	0	0	0	0	4.19	13	1200	0	372	0	WITH 3/8" STEEL COVER			
	1	0.17	0.0493	0.0975	98.5	98	9753	5175	13.5	1194	188	383	73				
	2	0.69	0.2	0.396	197	195	193	6.16	13.8	1188	313	447	145				
	4	2.74	0.795	157	394	386	378	8.13	15.0	1175	465	543	288				
	6	6.2	18	356	5.9	5.72	5.54	10.1	16.4	1162	548	616	426				
	8	1.1	3.19	63	785	753	722	12.05	18.1	1151	60	67	565				
	10	1.71	4.95	98	972	922	874	13.9	19.7	1138	629	705	6.86				
	15	3.18	10.95	2.17	14.6	13.05	11.98	18.34	24.4	1102	654	752	9.55				
	20	6.63	19.2	3.8	18.2	16.3	14.4	22.4	29.3	1069	643	763	12.1				APPENDIX 6
	25	10.1	29.3	5.8	21.6	18.7	15.8	25.8	34.3	1015	613	755	14.6				





H. S. M. A. P.

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## DATE DUE

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An investigation of  
the performance of an  
induction type motor with  
metal inclosed stator.

Thesis  
R243

Rathbun

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